Confirmations-Public Printing.

Special Dupatch to The N. V. Tribune: WASHINGTON, Friday, July 30, 1852. The nomination of Mr. Willard as Postmaster at Troy, which has been several months before the Senate, was confirmed to-day. Several promotions in the Army and Navy, and minor appointments, were confirmed.

The House will probably have up the subject of the Public Printing to-morrow on a proposition for establishing a sort of National Printing Office.

Com. Perry Ordered to the Fishing Grounds. Special Dispatch to The N. Y. Tribune WASHINGTON, Friday, July 30, 1852.

Com. Perry has been ordered to proceed to the Fishing Grounds in a war steamer, to look after the interests and protect the rights of American fishermen.
Secretary Corwin in Canada.

A dispatch from Montreal says that Secretary Corwin passed through there to-day, having had an interview, at Quebec, with the Provincial Government, supposed upon the fishery question.

Appointment of an Adjutant-General. WASHINGTON, Friday, July 30, 1852.

Brevet Lieut. Col. Samuel Cooper has been appointed Adjurant General. The Colonel is a galact and accomplished officer, and his appointmen: will give general satisfaction to the army.

Denth of Dr. Halsey-Gen. Scott's Letter to tue Southern Rights Men.

BALTIMORE, Friday, July 30, 1852. The Southern mail has arrived. Dr. Halsey, fermerly of New Jersey, and a Surgeon in the American Army dueing the Mexican War, died a shor Emericant Victioburg.

A letter to the Southern Rights Men from Gen. Scott has been received at Montgomery. Death of General Jesse Armstrong.

Roses, Friday, July 30, 1852. General Jesse Armstrong a well known and prominent citizen of this place, died this morning. He was a member of the Assembly in 1849 and was the Democratic candidate for Senator last Fall.

Southern Irems.

The Southern Man brings nothing beyond Richmond, to-night.

The Richmond papers state that Mr.

Whaten is allowly recovering. He has been informed of the death of his wife and child, but not that they were murdered. The body of Mr. Speed arrived here to-

From Trinidad.

Capt. Koppernolog, of the brig Cimorus,

Capt. Koppernolog, of the brig Cimorus, at Phiadelphia, from Trinidad de Caba, reports that while his vessel was awaiting the arrival of the pitot, preparatory to going to sea, on the morning of the Sth lan, the Captala of the Post came on board with a letter from the American Consul, granting permission to search the brig for three young men, who were missing without baving the necessary passports. They were supposed to be either on board the Cimbrus, or the bark Louisa Caroline, also lying in port. After the search, Capt K requested to have a pilot sent of to him. Permission was not given by the Governor until the 10th, at which time, after another search for the missing men, the brig was allowed to proceed. Later from Mexico.

New-Onleans, Thursday, July 29, 1852. We are in receipt of dates from the City of Mexico to the 14th inst. Great excitement was manifes ed in consequence of the daring deprelations of the Indians, the Zacaterus tribe having attacked a town not more than 100 miles from the Capital.

Double Execution at Poughkeepsic.

Ann Hong and Jonas Wi hams this day Ann Hong and Jonas Wi liams this day suffered the extreme penalty of the law in our Court-House. The former was convicted of the nurder of her bushed, Nelson Hong, in the latter part of June, 1851, and the latter of the murder of his step-child by the commission of a rape in January last. The woman was 31 years of age, and the negro 27. Both declared their innocence, and marched to the gallows with firm seps. The woman was onvicted of poisoning her husband, and although she admired he died from the effects of are nic, she denied her guilt. There are many interesting features in her case. She was a woman of noble appearance, naturally shrewd and intelligent, but without concation. The bodies of the two were this evening buried in the grounds attached to our Court-House.

Fatal Railroad Accident.

PHILADELPHIA, Friday, July 30, 1852. The down train on the Jersey Railroad, about half a mile above Surlington, came is contact with a wagon crossing the track, containing an old man and a boy. The boy and horse were killed and the old man considerably injured. The names are unknown. Death by Drowing-Examination of the Bro-

thers Rand, &c.
Baltimons, Friday, July 30, 1852.
Joseph Reed, a brother of Hon. Wm. B. Reed. District Attorney of Philadelphia, and at tached to the United States Survey, fell from this ver-sel on the night of the 28th, and was drowned.

The examination of the brothers Rand will be commenced to-day at Portsmouth, Va.

XXXIID CONGRESS FIRST SESSION.

SENATE ... WASHINGTON July 30, 1852. Mr. Toucey moved to postpone the pri-

Mr. Hunter said that at one o'clock be would move to take up the Mexican Appropriation Messrs. Cass and PRATT apposed the

the postponement, but the motion was agreed to-Yeas 23, Nays 18. A message was received from the Presi-

dent transmitting copies of letters written by Mexican Minhters relative to the Mexican Boundary Commission. Referred. Various petitions were presented.

Mr. Mason moved the printing of the

message and accompanying documents relative to the right of way over Tehnantepec. Agreed to.

Mr. Pearce reported back the joint resolution from the Rouse to allow The Congressional Globe and Appendix to pass through the mail free of possess, and moved its reference to the Committee on the Post Office.

The motion to refer was disagreed to. and the resolution was taken up.

Mr. PEARCE considered the resolution

Mr. Pearce considered the resolution one of doubtful propriety. It was true The Globe was not a political paper, and contained nething but the proceedings of Congress, debates and laws, but it was also true that it was a private enterprise. Congress subscribed for a number of copies for each member, and these circulated under the franks of members. He thought it likely it this privilege was extended, that tober papers not political, but of practical utility would claim the same privilege. He thought the Scuate was acting precipitately in the matter.

Air. Borland was in favor of the resoulon if it was to send out to be people the laws and the

tion if it was to send out to the people the laws and the debates thereon which would aid the people in placing a true construction on the laws, he thought it right and

Mr. BUTLER said that so far as the cir-Mr. BUTLER said that so far as the circulation of the laws was concerned, separated from the debates, he would favor the resolution, but he would never go to debates to find the interpretation of the law. It was well known that one subject was frequently under consideration white another was discussed—he thought it would be sa well to dispense with the publication of debates at all. Many good speeches were made, and somethst were hot so good—he would leave the subject open, and let reporters select what was good and publish it—he thought the resolution ought to be changed to as to read:—"To encourage public speaking, and the propagation of much bad speaking."

Metsis. Hablin and Pratt supported the resolution.

Mr. Mason opposed it. It was then

Mr. HUNTER moved to postpone the private calendar to take up the Indian Appropriation

The private calendar was taken up and two bills peased. A message was received from the House

Mr. Davis moved that it be taken up

Mr. Davis and other Senators said the Mr. Done said one River and Harbor

bill was lost by tactles. This one would not be. The friends of the bill were now prepared for any str of nerve of that sort which might be commenced. Mr. Rusk said this bill provided for

many works of no national character, and left out many others. He hoped that it would be referred, and that e Committee would report proper amendments.

Mr. Gwin hoped that the Committee would remember that the United States had possessions on the Pacific—a fact which had never occurred to any Committee who had ever reported a River and Harbor has

Mr. CLEMENS said he was in favor of a roper bill, and, as he did not know what was in this, e called for its reading in detail.

The question was taken again on taking

up the bill, which was agreed to.

The bill was read once by title.

Mr. Davis moved that it be read a second time, with a view to its reference. Mess's. BUTLER and CLEMENS objected,

so the bill lies over. After an Executive Session, the Senate adjourned to Monday.

HOUSE OF REPRESENTATIVES.

WASHINGTON, Friday, July 30, 1852. Mr. Olds rose to a question of privi-Air. OLDS fose to a question of privilege, saying that a few days ago, while addressing the
House on the Presidential question, he remarked that
the authorship of the letter of "Americus," published in
The National Intelligencer in 1848, was charged to Gen.
Scott by prominent Whits who wished to defeat the
mination of Scott for President, and that neither
Scott nor his friends had denied the charge. He repeated the charges and paused for a reply.

Mr. STANLY asked what was before the
House?

Mr. OLDS replied, there was a question of versality about this communication between him and his colleague, Mr. Bell.

Mr. STANLEY remarked, that was not a question of privilege, and he would object to every The House laid on the table by yeas 92

to neys 73, the motion to reconsider the vote by which the Michigan Railroad bill was yesterday rejected. Mr. OLDS, from the Committee on the Post Office, reported a joint resolution modifying the

relation to California and Oregon, which was referred to the Commistee of the Whole on the State of the

Mr. SACKETT asked, but did not obtain. leave to introduce a resolution instructing the Committee is ave to introduce a resolution instructing the Committee on Judichary to inquire into the propriety of reporting a bill making it a capital offense for the officers and men employed upon any steamboat on any waters of the United States, at don which passengers are carried for hire, to be any way engaged in running any such boat on which they may be so employed, in any run, trial of speed, or contest for rapidity of passage, with any other data for the contest for rapidity of passage, with any other An unsuccessful attempt was made to

nelder private bills. The River and Harbor bill was taken up. Under the operation of the previous mestion, the House proceeded to vote on the amend-nents reported from the Committee of the Whole on

the state of the Union.

The first was agreed to without a division, viz: to in-act "and not above Troy" after the word "Albany," in the following clause: "for continuing the improve-ment of the Hudson River above and below Albany The second amendment was read-"For

the improvement of the James and Appointtox Rivers, below the Cities of Richmond and Petersburg, \$40,000." When the Yeas and Nays were called

When the Yeas and Nays were called on concurring in it, Mr. Meade gave notice that he would call the Yeas and Nays on every clause of the till, if they should be taken on this amendment. The question, however, was taken in that way, and decided dimanticely—Yeas, 105; Nays, 62.

The House, by a vote of 90 Yeas to 76 Nays, concurred in the last swendment, as an additional section, authorizing the Commissioners of Witmington, N. C., to have an additional extens, authorizing the Commissioners of Witmington, N. C., to have an additional extension of the propose of cleaning out the obstructions in the month of Cape Fear River, and that, to effect that purpose, the said Commissioners be authorized to pledge the receipts from the said tunnage duty to pay the interest or principal on any loan that may be effected for that purpose, provided the Legislature of North Carolina, at its next ression, order and authorize such tunnage duty.

These, and several amendments in the apprepriations for Texas and Alabama, are the only Mr. Johnson (Ga.) moved the bill be

sid on the table, which was negatived; Yeas 72, Nays The bill was then passed, Yeas 103,

Nays 75, as follows: YEAS-Messrs, Allison of Pa. Appleton of Mass., Babcock Pavinar, Edgerton, Evans, Fitch, Florence, Floyd, Fowler, Fuller of Maine, Giddines, Goodenow, Goodrich, Green, Harper, Haws, Haxall, Haven, Hebard, Henn, Horsford, John W. Howe, Thomas M. How, Jr., of N. Y. Hunter, Ingersoll, Ives, Johnson of Ohio, Johnson of Ark, King of R. K. Kong of N. Y. Kohns, Landry, Lexhart, Mann Martin Miller, Miner, Moloney, Moore of Pa., Moore of Louisiana, Morehand of N. C., Murray of N. Y., Newton, Outlaw, Party Pann, Pennipan, Perkins, Porter, Price, Kanbud, Jr.

Stanton, Stanton, Stevens, Martin, Stanton, Stanton, Stanton, Thurston, Townshead, Tuck, Walbridge, Walsh, Weich, White Yates.

J. NAYS—Messrs. Abercrombie, Allen, Asba, Beyley, Beale, Boceck, Briggs, Brecks ridge, Brown, Busby, Cabell, Caldwell, Caskle, Chistain, Churchwell, Claveland, Cilogman, Cobb, Cullom, Baniel, Dimmick, Disney, Dunbam, Edmoulson, Ewire, First, Freeman, Gamble, Gentry, Grey, Hamilton, Harris, Hart, Heagrick, Hibbard, Hilliard, Holladay, Housson, Howard, Jackson, Johnson of Tena, Johnson of Ga, Jones of Tenn, Kurt, Letcher, Marslall, Masson, McLanghan, McMullen, McNais, McQueen, Meade, Millian, Minghy, Olds, Orr, Peadles, Phelips, Robusson, Ross, Saysre, Seymour, Smart, Smith, Stanton, Stone, Satheried, Verable, Walace, Ward, Watkins, White, Wilcox, Wildrick Williams.

The House in Committe debated a private bill and then adjourned.

P. SCHOOLSES

Later from the Isthmus of Panama-Arrival of the Sierra Nevada.

By the arrival of the steamship Sierra leveds, from Aspinwall, we have received advices to the 22d inst. Affairs at the lathmus were much as usual.

The Panama Railroad Co. have erected a light on the extreme north point of Navy Island, which is distinctly visible at a distance of 10 miles. Vessels going in give it a berth of half a mile, steering S. S. W., which will lead to a good anchorage in five

The Sierra Nevada brings gold dust to the smount of \$110,000. The steamer Winfield Scott left Panama on the 17th inst. for San Francisco, with 000 passengers. The Golden Gate was to leave on the with about 150 passengers and 600 U.S. troops.

The following is a list of passengers by the Sievre Navada:

J. C. Henriques, P. Hand, A. Bassar, R. Farra, A. Crum, Gmillomott, J. S. Ripler, F. Osborn, J. Romero, J. Synbel, Mr. Stabel Sen, Miss Strabel, S. Collins, J. Collins, J. Arman, J. Gredon, C. Stoughton, J. Valentine, McAllater, Berelta H. Mannus, J. D. Wilson, F. Bush, J. Sketton, W. Wane, J. Tood, J. Schweder, J. W. Clark, H. W. Corbutt, G. Putram, J. Cross, W. Kennedy, W. Mawin, S. L. Coy, A. B. Misler, E. H. Doty, J. Chansadon, J. L. Demaren, C. Reed, N. C. Boyd, J. Weed, T. Fitammer, C. Bronson, J. Patch, F. Hadden, M. Baden, C. Fowell, S. Blair, J. Show, J. E. Elkin, T. Elkin, J. Pinkney, H. Tattle, J. H. Creighton, S. Chaplin, H. Hyde, R. E. Lack, A. Trimbo, J. P. Rowstree, A. H. Sindson, M. Banga, J. Saltz, P. C. Rainey, J. Carvins, J. Kearney, M. Dillon, R. J. McGowan, P. Rowstree, A. H. Sindson, M. Banga, J. Saltz, P. C. Rainey, J. Carvins, J. Kearney, M. Billon, R. J. McGowan, P. Crocker, G. H. Crocker, G. Hashfeld, J. Herman, J. W. Mars, W. Mais, M. H. Golby, W. Rickett A. Carmer, G. T. Hatch, J. M. Leighton, A. B. Crowell, H. L. Lawman, H. Young, D. E. Albert, W. Bronson, J. Murphy, G. Brown, J. Sterling, J. Wilcox, R. W. Paily, D. Hadson, S. Ropel, C. Bishop, A. Keith, H. Coullard, Mr. Mulliott- and 65 in the steerage. The following is a list of passengers by

A fatal affray occurred on the 17th inst. between Col. Wood and Jos. Dyer, resulting in the death of the former and probably that of the latter. They had formerly been in partnership, and, a dispute arising from the adjustment of their affairs, recourse was had to law. But wood becoming exasperated he declared he would take the law in his own hands, and sent word to Dyer that he would shoot him at night ; and seeing him next day in a hotel, he crossed the street and deliberately presented a revolver at Dyer and shot him in the breast. Dyer then grasped a gunloaded with buck-shot, and both fired together. The ball of Wood broke the arm of Dyer, and the whole contents of Dyer's gun crashed through the head of Wood scattering the skull and brains in every direction.

The Colored Convention at Baltimore. NEW-YORK, Friday, July 39, 1852.
To the Editors of The N. V. Tribine:

As a Baltimorean. I call your attention to the account in the Baltimore papers, of the riot at the Colored Convention in that city. You charged, the other day, that it was "undoubtedly caused by white in stigation." Now this, by all accounts, is false. The viclence was on the part of colored enemies of Colonization, and was caused by the belief among them that the Convention was under white direction.

The Burning of the Henry Clay.

FURTHER PARTICULARS.

More Bodies Recovered and Identified.

Evidence Continued

More Accounts by Passengers, &c.

The scene of the late melancoly catastrophe was again visited yesterday by a large concourse of persons, of both sexes and all ages. Some attracted by curiosity or feelings of sym pathy, while others, having relations or friends supposed to be traveling on the Hudsen River for business or pleasure, have been induced to visit the spot, perhaps, not without fears of being called upon to mourn some and bereavement.

Firing of cannon, near the wreck, was kent up vesterday forenoon with a view of agitating the water and thereby cause it to give up ito dead.

It will be observed by a perusal of the evidence adduced before the Coroner, that the body of Hon. Stephen Allen was recovered about o'clock P. M. Also, the body of Abraham Crist, Esq., a member of the New-York Bar, and that the friends of J. J. Speed, Esq., of Baltimore, visited Yonkers yesterday and identified his body. His body was deposited in a metallic coffin and sent off in charge of the friends of the deceased. A valuable gold chronometer watch he had when last seen alive, is missing; but whether robbed of it or lost in the water, cannot be ascertained. The gold watch of Hon. Stephen Allen was found to have stopped at 26 minutes after 3 o'clock, and in his wallet was found a small scrap of newspaper. bearin the caption, "Keep good company or none.

About 7 o'clock las evening, a floating derrock was towed by two steamers up to the wreck, for the purpose of raising it, when several additional bodies are expected to be recovered.

One, that of Isaac D. Sands, of No. 86 Stantonst., is known to be there,-a portion of his vest and gold watch having been wrested from the

About nine o'clock on Thursday evening a party of three suspicious looking fellows came in a boat towards the wreck and proceeded to make rather free with property recovered from the Henry Clay, but the Coroner and his associate authorities were fully prepared for them, having appointed a strong guard, well armed, to look out for the depredations of such customers. The fellows, on being interrogated relative to their movements, retired for awhile-when they again appeared and was then told that unless they left immediately they would be fired upon-which induced them to leave without further parley.

From the number of inquiries for missing persons,

unde yesterday, we think that from 12 to 20 additional victims will yet have to be added to the list. The bodies of the following named persons were recognized yesterday :

Hen. Siephen Allen, aned Sa, of New York.

J.J. Speed, Eeq. Baltimere.
Abraham Crist, Esq., Brooklyn.
Jacob S. Schoennaker, of Jordanville. Ulster Co.,

Miss Phebe Ann Jordan, daughter of Selah T. Jordan,

of Jo darville, Ulater Co.
Catrina Chatilton, of New York, aged 3 years.
Elizabeth McAnally, a native of Ireland.
Sarah Shandoy, servant of Mr. Simons, residing at
No. 67 Eldridge st. N. Y.

COMPLETE LIST OF BODIES. The following list comprises all the bodies, as far as we can make out:

odies, as far as we can make out:

1. Mrs. Emtly Bartlett. Poughkeepsle.

2. Einza C. Barcroft, Philadelpbis, aged 55.

3. Mrs. Maria Salley, West Point, aged 40.

4. Miss Maria W. Balley, West Point, aged 10.

5. Mrs. Harrlet E. Colby, Mostpeller, VL, aged 32.

6. Miss Mary Cooper, West Farms.

7. Mrs. Margaret Chatilion, New-York.

8. Helens Chatilion, aged 3 years.

10. Martha Chatilion, aged 3 years.

11. A. J. Downing, Newburgh, aged 37.

11. Mrs. Sarab Dennison, West Farms.

12. Mrs. A Kennell, Willington, N. C.

13. Mrs. Adeline Holmes, No. 96 Adenst., New-York.

14. Sins Elizabeth Hillman, Troy, aged 68.

13. Mass Adeline Homes, No. 35 Auer St., New 1 4. Star Edzabeth Hillman, Troy, aged 68.
15. John Hoster, New York, aged 18.
16. John Hoster, New York, 17 months.
17. J. B. M. Handord, New York, 17 months.
18. Christopher B. Hill, colored, New York, 15.
19. Charlotte J. Las et al., Poughkeepsie, colored,
20. George K. Marcher, New York, 35.
21. March John Morray Chicago, 30.

1. Mary Jane Murray, Chicago, 50.
2. John, (her son.) 12 months.
3. Elizabeth Pearsal, East Brooklyn, 15.
4. William M, Ray, Cincinnal, Ohlo.
5. Phebe Jordan, of Fordanville, Ulster Co.
4. Abby Ann Ray, his wife.
6. Caroline Ray, their child.
6. Mrs. Mary Ann Robinson, New York.
6. Miss Irabella Robinson, New York.
6. Miss Schatclas, New York, 25.
6. John J. Speed, an embent lawer of Baltimore, 55.
6. J. J. Schoonmaker, Ulster County.
6. J. J. Schoonmaker, Ulster County.
6. Simons, child, New York.
6. Edzsbeth Shankey, New York.
6. George Theirman, Foughkeepsie.
6. Mary Thompson, Lancaster, Pa., 10 years.
6. Eugene Theirman, Lancaster, Pa., 6 weeks.
6. Nary, their nurse.
6. Linore Thompson's child New-York.
6. George Theirman, Lancaster, Pa., 6 weeks.
6. Linore Thompson's child New-York.

Engene Thempson, Lancaster, Pa., 6 weeks.
Nary, their norse.
Limore Thompson's child New-York.
George F. Whitlock, New York.
Miss Cornella Whitlock, New-York.
Miss Wackworth, Norte Carolina.
Staplen Allen, New York.
Abraham Crist, the well-known lawyer, Brooklyn.
Miss C. Dewint, Fishkelt.
Mrs. Joanna Hanford, New-York.
and 19 Two Misses Kingeley, West Point.
The mother of G. K. Marcher, aged 57.
Mrs. McDaniel, Rutand, Vt.
Mrs. Schatchaus, two children, 1 and 3 years.
Mrs. Schatchaus, two children, 1 and 3 years.
Mason Seal, New-York, 16.
Leane D. Sands, New-York,
Licae Sherman, New-York,
Mrs. Smons, New-York,
Mrs. Smons, New-York,
Mrs. Smons, New-York,
Mrs. Smons, New-York,
Mrs. Thompson, Lancaster, Pa.

Mrs. Tronspoor, Lancaster, Pa.
Mrs. Tross and calld.
Catharine Whetmore, New-York.
Betty Williams, Poughke pale, colored.
Elizabeth McAnadly, of Ireland, living in New-York.

1. Miss Elizal eth Ledyard, of New London, Conn., aged about 50 years.
2 Mrs. Harriet Truax, wife of Peter Truax, late of 2. Mrs. Harriet Truax, while of Feter Truax, late of Schenectady, seed about 11 years, and child between 4 and 5 years old. Mr. Truax went to reside in Brook-yn (No. 18 Myrtle-av.) a few weeks ago, and his wife went on board the Henry Chay at Albany, with her hild, to join her husband. Mr. Truax recovered his wife a trunks from an board the steamer Armenia, but a yet he has been unable to obtain any trace of his cite and child.

Miss Hawthorne. Mrs. John L. Thompson. Total known to be missing4 THE UNEECOGNIEED.

The following bodies are not yet claimed. They are those buried yesterday : They are those buried yesterday:

I. A lady with light brown hair, turning grey; wore large hesp gold ear rings, black open work bonnet, had gold ring on the scoold finger of the left hand; gold cuff jie, with black enamel center; black English lace veil, a cotton travelling gown, buttoned up the breast with black jets; book muslin habit skirt; black cioth salters, without time.

galters, without tips.

2. Boy. 20 to 22 years old, apparently Irish, hair black. Had on check cotton shirt, satin neck the with black. Had on check cotton shirt, satin neck the with colored figured ends, grey sailnet pants, woolen (Irish colored figured ends, grey sailnet pants, brokets were knii) stockings, and perged brogans. In his pockets were found two brass keys, a comb, pocket handkerchief and a pipe. In one of his pockets was found a sip of paper, with the direction "James Donaghles, 60 Laight st., N.

Y. written thereon.
3. A German Woman, with dark brown hair, gold
3. A German Woman, with dark brown hair, gold car-rings, hooks about the size of a shilling. She wore a brown marino dress, call skin brogans and woolen suchlings. From a card found in her pocket, of Donlan's Hotel, No. 37 Den st., Albany, it was surmised that

stechings. From a card found in her pocket, or bon-lan's Hotel, No. 37 Den st., Albany, it was surmised that she has stepped there, and that her name might be reg-istered there. A blue-colored round in snuff box, some small patterns of collars or wristbands, a comb and pecket knife with bone handle, and a few cents were also found in her pocket.

4. A German laborer, sandy hair and thick whishers, extending around under his chin. Some gray hairs in-dicated middle age. He were a heavy dark or brown frock cost, heavy pegged boots, blue overhauls, sup-ported by a single suspender, on the front end of which was a cross stamped, and underneath the words "Glan-ber Holle." Letters, and writing in German were found in his pockets, but they were so wet that they could not be opened to be read. In his pocket were several cards, one that was legible being that of a jeweler, residing at no. 217 Rivington st., New-York. This body must have sustained bruises.

5. An old lady, apparently German, hair turning grey.

An old lady, apparently German, hair turning grey.

To the Editor of The N. Y. Tribune :

NOU'LE CONDUCT.

In your notice of the calamity in the loss of the Henry

Clay, will you have the kinda ess to state that Mr. Jas.

H. Longbottom, of No. 93 John . t., saved from the burning wrack Mrs. W. J. Pease, of Williamsburgh; Mrs. Rev. J. C. Baughman, of Detroit, Mich., and the infant

child of Mrs. B. C. Webe, of Detroit. This party of ladies were unaccompanied by their husbands, and attribute their safety to the personal exertions of Mr. L., who, at the risk of his own life, landed them safe on shore. Amidst the discusy at the scene of the late fearful calamity there were exhibited a few instances of heroic daring and preserve of mind worthy of admira-

One of the firemen in the furcace room was completely cut off from all retreat from the burning vessel by the crowd which blocked up the passages, and was or the crowd which clocked by the passages, and we competited to force his way out by breaking through a hatchway near the boilers, even after the fire had reached that part of the versel. His clothes took fire in several places while effecting his escape. Welle trying to leave the vessel, among a crowd of distracted wence and children, some leaping maily into the wence, and some crying for help, he selzed the first one that came in his way, a young lady of this city, and here here and it is above; and after this noble act he centinued to render further assistance to those still ex-

The Commercial Advertiser says : " We understand that at least one of our most respectable in cles on stramb sats for endorsement thereon of the fol-fosing, viz: 'No loss payable if a fire occurs while racing with other boats, or on a wager as to time.' If this stipulation is refused, the policy in each instance will be cancelled." urance companies has required the surrender of poli-

INQUESTS IN NEW-YORK.

The bodies of two children, one. The bodies of two children, one, one year and twenty days old, the son of Mr. Morray of Chiceso: the other, the son of Mr. Shims of this Gay, two years of age, were on Wednesday avening in such to it is City by the cars of the Hadson liver Rainvad Con pars, and left at the degals, where the Coroner yesterday held inquests upon them. The evidence went to show that Mr. Murray at the time of the burning of the Henry Clay, lumped into the water, having his child in also arms, but in consequence of several persons catching had of him while in the water, the child fell from his arms: it was, however, soon after recovered by nim, but upon his reaching the shore it was found to be lead.

The Jury in each case relatives a vertical of death of death described of the fast rection of the steamer Henry Clay. The duty of investigating the case of a calamity of this kines billiongs only to the Coroner of the County in which it takes place. The Coroner of the County it which is take place. The Coroner of the County it which is bodies of any of the deceased may be hought can only investigate the immediate cause of death.

The Death of J. J. Speed, of Baltimore, by the Henry Clay Catastrophe. Baltimore, Friday, July 30, 1853.

The death of Mr. Speed by the catastrophe on board the steamer Henry Ciry, has caused great regret here. He was a prominent member of the tar, and enjoyed a highly lucrative practice. He took an affuential part in the measures for restoring the credit of the State, and was generally recognized as an able and profound writer. Mr. Speed would have been the next Whig candidate for Governor.

We have no mall this morning south of Mobile, and the papers to hand contain nothing of importance.

Coroner's Investigation ... FRIDAY Pursuant to adjournment the Coroner's avestigation was resumed at 2 o'clock, P. M. A few additional bodies having been recovered, and others previously taken from the water having been indontified, they were first disposed of, with a view of giving their distressed friends permission to remove them for inter-

Selah T. Jordan, being sworn, deposed as follows: State T. Jordan, being aword, or this State; I was a farmer, also Justice of the Peace, and Deputy Sheriff of the County; i recognize the bodies of Pacco Ann Jardan and Jacob S Schoolmaker Phobe And Jordan was my daughter; sin was in the state onth year of her age; Jacob S Schoolmaker was a brother ladaw of age; Jecob S Schoonmeher was a brother ladaw of nine; he also restoud in Jardanville, where he was in N. Y. Lan, a farmer there; I recognize the deady a Abraham Crist, of Brooklyn; he was a brother of mine; he was a lawyer, and had an effect in New York; he was about 40 years old; he bas left a wife and due chil-dren; I think drowning was the cause of his death, al-though he was an excellent swhomer; his body was found rear the stern of the steamer. Heavy Chay; his wife's slater and her humband. Mr. L. G. Spring, were

with bim on board.

Gaugs Waller, sworn—I live in Walden, Orange Co., in the Scate: I recognized the body of Abraham Crist; he was a prother blaw of mice: I saw bim go on

to the city in her. Sit when they beard, they declined ding so.

Do sh! Purety, sworn-I live at the Irviar House,
New York; I Rosw J. J. Spend of Baltimore, 1 Jast saw
live silve about to hays ago, he then said that he was
going to libera; he do not say how long he should be
none; but I have for several days past been expecting
numback; I could not aware to his identity, because he

coing to therea; he do not say how long a salvand one; but I have for several days past been expecting imback; I could not sweart his identity, because he is so exach disquired, but the sact that the clothes, &c. see was hed with his name, I feel quite certain that the body in question is his, there was a bruise on his head, but I h dea h was cridently caused by drowning.

Jule Catiline is cassificed—I was examined yeater, day: I have since found the body of my older chied. Catiline Child ion, aged 3 years, near the wreek of the body; I have since found the body of my older chied. Catiline Child ion, aged 3 years, near the wreek of the body; I have since found the body of my older chied. Fellow was a passenger on board the place. New York; I know J J Speed, of Battimore, he have not a was been in Marryland; he is supposed to have been a passenger on board the Henry Clay; I recognized his body here; his boots and sundry articles of clothing about him are marked with his name. he has get a wound on the back of his head, but I believe that he came to his death by drowning; his body was found in the river about a mile beliew the wreck.

Wm 0. thereon sworn—I examined the body of the person supposed to be J. J. Spent, and found his rame on various articles of clothing; his body was found about a mile north of the wreak; there was no mark of violence upon him then; his death seemed to

have been caused by invaring.

And McAually, sworn—I have at No. 150 West 273-st.

N.Y.; I have seen the body of Elizabeth McAually; she was my siter; she had been to see her uncle at Rordout, Uster Co.; I recognize her body; she was a single woman, about \$7 years old; she was born in Ireland. Francis McCole, sworn-! live at No. 36 Henry st.

New York I work in a scap house in Catherine st.; I knew Eiga Shankey; she was a servant in the employ of Mr. John Simons, No. 67 Eldredge-st.; I have seen a of Mr. John Simons, No. 6: Eldredgesst; I have seen a body which lived satisfied is that of Ellia Shankey; I have size got a piece of musin do laine which corre-ponds with the pattern of her dress she had on; she was about 45 years old; I believe she has a sister in ed. eworn-I reside at Troy : I am a manufac-

Arbs Need, sworn—I reside at Troy; I am a manufacturer; I knew Stephen Allen; he was my lather-to-law;
he lived at No. I Washington-square, New York; he
was formerly Mayor of that City; I think he was about
85 years aid; I think he was born in New-York; I have
no doubt of its identity; drowning appears to have been
the cause of his death; he was a passenger on board of
the Henry Clay on the 18th inst., and was drowned, as
I believe, from her; he was coming from Lebanon; I
think there was no one on board with him, having left
Mrs. Quincy, his daughter, who had been in his compaby, at Lebanon. Mr. Allen's body was found about 5
o'clock this afternoon, about a mile north of the wreck.
In the pockets of Mr. Allen were found a gold watch,
stopped at 50 minutes past 3 o'clock, time of the catastrophe; a pair of gold spectacles, some bank notes, silver cord and a memorandum book, marked on the
cover, "Stephen Allen, Assistant of the Tenth Ward,
1803." which contained a small scrap of a newspaper
bearing the caption, "Keep good company or none."]

At this point the inquest adjourned until

At this point the inquest adjourned until 5 o'clock, this (Saturday) afternoon, when it is expected that all the officers of the boat will be present, and give their testimony.

lowing notice: FUNERAL -As it has become impossible longer to

retain the bodies of those lost from the Henry Clay, on retain the bodies of those lost from the Henry Chay, on the Shhinst, the tuneral of such as have been recovered and not recognized, will take place this afternoon, at 652 o'clock, from the house on the new scamboat dock. The bodies will be interred in the Cemetery of St. John's Church, Yonkers, the Vestry haring given a lot for that purpose. Citizens are invited to attend. WM. M. Schugham, by authority of the Coroner.

The funeral services were conducted by Rev. Mr-Seward of the Presbyterian Church and Rev. Mr. Miller of the Baptist Church. The members of the Coro. per's jury appeared as chief mourners.

TESTIMONY OF A WESTERN STRANGOAT CAPTAIN. We find the following graphic relation in The National Democrat of yesterday :

One of our informants—a man of much apparent cool-ness and candor—who was a passenger on board the Henry Clay, arre us the following recital. We be-lieve that he is now stopping at the American Hotel, and will cheerfully give his testimony whenever called for Said he.

I went on board at Albany, with my wife and two of her female itiends, who were estruited to my care.
om a steamboat captals myself, and one of the proprie tors of a line of boats on the Galo. I am a resident of Cincionati, and this is the drist time I over saw the Had-son River. Now, our W-est we use the high pressure en-gine, and I amperfectly as unabled with its construction and operation, but these condensing machines I know but little shout, practically. I have seen boats blown up on the Onio and Mississippi, and have witnessed condensitiering and distress in consequence—out, Sir, after, never, never idid I, in all my life, whees so much suffering and 2 my, an isdespair and death, as I did on board that cursed North River steamer, in the

"It was murder! absolute, deliberate courder, on the part of those who had control of the boat, all the way em Albany, until the final tragedy was consummated. "Did they race?"

"He told me to mind my own business. There were two steam ranges, but as man, save, perlangs, the engineer himself, covid have accretained was number of inches they indicated. I did not like the appearances. The lessing steem from the joinings small hot and queer, such as we some times get West, with a very strong fire, under a pressure of four hundred pounds. Seats were scarce; the boat was full my wife aid myself sat down on stools, opposite the engineer's railing, and she first called my anomation to the smake coming up from the deek below, near where the engineer atood. Just at that instant, something like cotten or askum secured to be blown upward. It was smoking, but or e of the hunds on board quickly scired it, and rolling it up, threw it away. I sprang forward to the gratings and saw that the whole scae below, as far as I could observe, was one mass of fluore, and as I was looking, the blaze burned up through the aperture, and in a minute or two the main deck, amidaperture, and in a minute or two the main deck, amid-ships, was on fre.

The boat at that time was headed down river, and

black single rooms. He also succeeded in saving the star, and that that the top was burned off:

We all tooks jumpover the bows into the gravel, thankful to escape any how from the burning wreck.

"I brow what it is to "fire up," both with wood and ceal. I have used tor myself on the Western rivers, and I should think that tar, or some similar combustible, was used on the Heary Clay immediately previous to the sectiont. There is no doubt they were reading. I have no doubt as teldan; everybody knew it. But I have no doubt as teldan; everybody knew it. But I have no doubt the recident. There is no doubt they were rading, it was tolded; everybedy knew it, that Thave no doubt that the rapidity with which the fames spread was owing to a great measure to the interact heat around the boilers, and the fact of their feeding the furnaces with some other substance but antiracits.

"He further stated that he saw several children with

NARBATIVE OF A PASSENGER.

on the ill-fated steamer Henry Clay, and as I am possessed of information (differing in a measure from that given by other passengers) I feel it my duty to give it to the public. At the time of the collision between the two steamers I was in the gentlemens cabin, my attention was attracted by the rushingof water through one of the windows, which

I succeeded in closing ties sperture, which was the work of a moment, and I believe, had I not been there, the must have swamped before the could have been ron ashore, as at least iwenty gallons of water passed in before I could cross the cabin door. That the boats were racing from the time they started from the Albany dock up to the time of the burning, no sensible man (or either boat) will dispute. My fears were aroused from the time of the collision, and from that time I clearly above. aroused from the time of the collision, and from that time I closely observed the anxiety depicted on the countrinsness of those having the beat in charge. While we were at the landing at Newburg a person called our (to some one on the Clay) to beat the Ar-

right. From the manner in which this was said, I thought the Engineer must be the man addressed. After leaving Northurg the Armenia followed in our wake, the distance between us lengthening, until the time of the fire, when the must have been five inless. Mr R'dder and myself were the first to discover the

course for fitteen minutes after the alarm was given.

Had she been run sahore then, it is my opinion there would have been no loss of life.

When the bow of the bost struck the beach, I was en the extreme aft, sure unded by females, some alone, and others with lefants clinging to them, Sevaral

challing impected my progress, and framily succeeded in reaching some floating timber, then at speed to gain attential and look around me, at the canger with which we were surrounded. My eye fell upon a young lady, apparently in the last agonies of death. I immediately, as if by to, ercuman attacts, plur ged for her, caught her arm, held her head above the water, reached my plank, and with my charge succeeded in reaching the shore in safety. That I had been the means of saving a life. I felt happy, although all I possessed was lost.

Samuel, M. Buck.

We cheerfully give place to the follow-

To THE PUBLIC: We ask at your hards To the Public: We ask at your hards a suspension of opinion for a few days, during which time we promise to eatify all reaconable men that there was no racing between the Henry Clay and Armenia, as the time of the late accident, or on that day, and will prove our agreement, entered into between the owners of said boats previous to starting, that no trial of spied should be made while running together; and, fertner, more, we will prove beyond a doubt that the Clay was rounding at her usual speed, and no feater, and reither at the time of the disaster, or at any time provious during the day did she carry so much steam as was allowed by her certificate, or as she carried previously with perfect safety, and that everything was done than no could do to preserve the lives of the passengers and further, the Henry Clay always carried, and had on board at the time two good small boats, sufficiently large for fifty passengers. and further, the heavy good small boats, on board at the time two good small boats, on board at the time two good small boats, on board at the time two good small boats, on boats, or boa

Dated New-York, July 30, 1852

and I think a resolution adopted at the meeting of the passengers saved from the ill fated steamer Herry Clay, held at the Astor House this morning, that each passenger should write out a statement of what came under his observation during the passage and at the late terribite during

his observation of the best of the disaster.

I took passage, together with an invalid friend, on board the Henry Clay on the leth inst., and soon siter stepping on board we started, followed by the Armenia, We proceeded along, very pleasantly, in advance of the A. and landed at Coxsackie. As we neared Hudson I. the river going down the Athens channel—a straighter course, by which she saved a mile in distance, and en-abled her to make the linding at Catskill ahead of the Henry Clay Henry Clay.
We walted at the latter place for the A. to make her

she stooped at Bristol landing. The Clay passed that

piace without landing.

The Armenia got under way before we came up, and as they saw we were going ahead she was steered directly for the "suction," as it is termed, of the Clay, which she reached. She "burn on" to the suction, and we can together side by side for some distance, but a

small space spart.

At length by a sheer of the Ciay, the bow of the Ar-

small space spart.

At length by a sheer of the Clay, the bow of the Armenia was brought into the action of the "quick water" of the Clay's wheels, which caused the forward guard of the A. to come in contact with the altor quiver of the H. Clay. The Armenia then slocked her spend and dropped astern. I am particular in detailing this affair just as I viewed it at the time, for when I went aft from the forward deek, I found much enchoment provailing, and have since heard statements respecting it, which do not agree with my view of the occurrence.

This was the only part of the passage where there appeared anything like rading on the part of the Henry Clay. Two such boats, running side by side, doubtless appeared dangerous and frightful to many passages; but I must say that, from the very pastion of the boats, I knew there could be no series ocilision, and the only danger I did apprehend was the breaking of the effective of the course.

When the Armenia dropped asters, we gained gradually of her the rest of the way. Thought from the appearance of unetters that those having charge of the Armenia had given up the contest and were counting at their ordinary spend. The excitement amongsthe passangers on the Clay seemed fast passing a way, and maters were going on pleasandy again, without a hought, so far as myself was concerned, about the Armenia.

From all that I saw and heard, I am bound in candor to state my impression, that each beat, from the time we passed Kingston till the time of the disaster—a distance of 80 or 37 miles—was managed, without reference to the other. Buring the passage I had conversation with Mr. Collyer, one of the Copain, for whom I inquired, was sick in his room. I had noticed the Clerk,

sation with Mr. Collyer, one of the owners, who was on board. I was not argushed with any of the officers. Mr. Collyer informed me the Captain, for whom I inquired, was sick in bis room. I had noticed the Clerk, assisted by the Barkeoper, had dischrred the dailes of Captain as the landings.

In speaking with Mr. Collyer about the commarative speed of the different boats on the river, he took occasion to say there was an agreement between the owners of the Heary Clay and Armenia that they should not race. I teld I firm the Armenia, by taking the others channed, showed a determination to get ahead. He said it was all wrong and a violation of their agreement not to race. I was sitting on the after dec. enjoying a view of the beautiful villages and country seats on the Evicen shore, and having just passed Forrest's country seat I noticed an unusual stir forward and keard the local was on fire. Mr. Ridder, of New York, by whom I sat, requested me to sit by his daughter, until he could'go and see what was the matier. He soon returned and announced that the boat was on fire and they were heading her for the shore. I then went for my friend who was in the after cabin laying down. I seeked him on deck, but by that time the gangways were so filled with smoke and fire, that our retreat for ward was cut of.

The boat soon struck the shore with much force. We being on the after part of the boat, were 150 feet from shore. The fames were rapidly approaching our deck, and the only way of escape was by the water. I hastily selzed all the deading articles near, and threw them over to the crowd that were strugalleg in the water. At length I took the leap, I could with, but my sick friend was nearly helpless. I could with, but my sick friend was nearly helpless. I could with, but my sick friend was nearly helpless. I could with such at length got over the rail and dropped into the water. We succeeded in reaching a brace under the guard, where we were supported for a long time until rescued by a boat. I left the brace after my comp

there was no help approaching.

I saw Mr. Collyer swimming towards us from the shore, shoving hoards from the Raitread feec. I swam towards him and aided in scattering the beards around emong the passengers, and within reach of those who were sustaining themselves by chairs and settles. Mr. Callyer was enabled to save many lives by the ail of I swam with one of these boards to my friend, but his

I swam with one of these boards to my icend, but his strength was gone, his hold of the brace relaxed, and down he sank in the water. With much difficulty I succeeded in gating his head above water again, and by dinging to the brace with one hand, and aided by a settee near me, I was canbled to keep my hold till we were both rescued by some near in a small boat.

I feel, I trust, suitably thankful to a merciful Providence for my safety. I am overwhelmed with borror, in view of the awful descruction of human life, still do not feel disposed to join in the indiscriminate censure and condemnation of the officers of the libfated boat. So far as they are culpable, let them be held to account, but with more freedom from excitement, let the facts be ascertained before pronouncing judgment.

Dated, New-York, July 29, 1852.

JNO R. Harnis, Bellowsfalls, Vt.

KEY WEST.

The Sick Passengers by the Philadelphia Recovering-Resignation of the Mayor, &c. [From our own Correspondent.] KEY WEST, Wednesday, July 21, 1852.

The sick left in town by the steamer Philadelphis, are fast recovering, and are leaving by the steamers of the line as they arrive. It being the inten tion of the Company to send their boats here until al

the P.'s passengers have been taken off. The United States mail steamship El Dorado, Capt Mitchell, arrived in the harbor on the afternoon of the 19th, four days from Aspinwall, via. Havana, at which latter port the E. D. was not allowed to enter. She accordingly headed for this port to procure supplies of coal, water and provisions, leaving orders for the Empire mediately on her arrival, that the transfer of the mails and passengers might take place at Key West. The Port Physicians, on the arrival of the E. D. at this place,

Port Physicians, on the arrival of the E. D. at this place, went on board and examined the ship and passengers, and gave them liberty to come to the wharf to land, their being no contegious disease on board.

On the arrival of the E. Dorado, the Alderman of the city assembled and judged the stemmer and her passengers contagious, and ordered her into quarantine, notwintending the Health Doctor had reported to the contrary. This course has been adopted by the Council in opposition to the inhabitants and much to the disappointment of the officers and passengers of the El Dorado, who, when ordered away from Havana, expected that on their arrival at an American port they would be received and treated as imman belogs. So strong has been the feeling among our citizens against the decision heen the feeling among our cluzens against the decision of the Council, that toe Mayor has resigned his office, and we hope that the Aldermen will follow his example. Such a suicidal policy as they have adopted is worthy only of a Turk or an Algerine, and should not

worthy only of a Turk or an Algerine, and should not be tolerated in this free land.

On the 20th, early in the moratog, the Empire City came stean ing up the harbor and auchored near the Ki Dorado, and ason hauled along side. She has prought coal and provisions to her unfortunate consort, and gives her the aid denied by over zealous legislators.

The transfer of passengers took place yesterday, and to day both vessels leave, the El Dorado for New-Orleans and the Empire City returns to New York.

The inhabitants of Key West have long been earnestly desiring that their city should be the dépôt for the steamers employed in the Californis trade, instead of Havata; and now as an opportunity has offered itself of showing the facility of the port as such a dépôt, that ou cley authorities abould have in their misdirected zeal chectually prevented their landing, and availithem-selves of the privileges that the harbor and town possences, is much to be regretted.

Yale Boatmen in New-Hampshire.

The three crack crews of Yale College started this day for Lake Winniplacogee, to compete th the boat race. They are: The Acalanta, W. W. Win throp, Captain; the Shawmut, Richard Walte, Captain and the Undine, J. Catlin, Captain. The "fellers" are all enthusiaem, expecting a glorious time, if they sent

zillans.

We should like to see the travelling statistics of New-

the 18th inst, started out on a hunting and while hurrying along in a cross road, about two and while hurrying along in a cross road, about two and while fine from the village, he heard a rustling on discount of the bushes between it and himself. Talinaing it might be a deer, and not waiting to accertain to a cortainty, for fear of losing him, he fired at the unknown object. His feelings can be better imagined than decribed, when, immediately after the report of his gundled away, a low gross.

In the series of the spot to be the core and on his core, and on his core, and on his core, and on he had seed a human of about 14 years, the 357%. I widow Payse, of Olean,

New-Haven, July 30, 1852. The number of travelers who ar-The number of travelers who arrived in Paris during the last month, exclusive of those from the towns and communes in the immediate neighborhood, smeamed to 30,748, of whom 23,278 same from the interior of France, and 6,050 from 25,064. The military men, 4,30s merchants, 11,23f artizans, and 10 proprietors and restlers. Among the foreigners were 2,513 English, 512 Americans, 38 Africans, 179 Frasisns, 73 Austrians, 10 Bohemians, 60 Bavarians, 53 from Baden, 33 Saxons, 20 Hanoverians, 44 Wurtempurgers, 812 Belglans, 200 Furch, 108 Russians, 64 Poles, 5 Swedes, 9 Norwegians, 34 Danes, 80 Spanish, 5 Hangerians, 44 Saviss, 241 Italians, 15 Neopolitans, 44 Sartillans, 242 Savoyards, 2 Hatlans, 7 Creeks, and 23 Beazillans, 242 Savoyards, 2 Hatlans, 7 Creeks, and 23 Beazillans.

York for the same month. There is no European city, out of England, the amount of whose travel can be for a moment compared with that of our principal American Commercial centers. Mr. Madden, of Olean, N. Y

THE PUNERAL. Five bodies which had not been recog-

nized, were interred last evening, according to the fol-

"Did they race?"

Race? why the acroundrels resed all the way! I liked it well enough at first, but after the collision above Kingster, the indies became nervous. Some fainted, some circ, and seving the affair becoming serious, lappealed to the acting captain to stop the strife. He took no in the acting captain to stop the strife. He took no in the acting captain to accordant the west to to the engineer's each sure, to ascertain the light of steam."

sceing some person who was pointed out as cetting Captain, I advised him to run her ashore. I not ho Ceptain, I advised him to run her ashore. I got no satisfactory ensure and then—as the fire was roaring below and bursing up through every aperture with a blinding, etiling sincke, which pervaded the whole bost—lucqua to think of providing for the safety of my wife and her two lady companions. As soon as possible, I got them all forward; and, meanwhite, my black hey had got four of our five trunks from the Laggage rooms. He also succeeded in saving the firth, but at your the tor was hurned of:

their clothes on fire, on the stern of the boat, and has no doubt that large numbers of them perished in the flames, togs ther with several females who fainted in the saloon when the fact of the fire became so terribly real.

Messas. Editors: I was a passenger

sprung open at the time of the concussion,

and others with infants clinging to them. Savaral women attempted to plange over without any possible chance of being saved. I held them back, and attempted to reason with them, but with some it proved of no avail; they found a watery grave. I maintained my position until the flames forced me off. I shom planded in with all my clothes on, and endeavered to swim astore. This I found almost impossible, as my wet clothing impected my progress, and I came near being do wind.

The Other Side. ing communications, written with the view of setting forth facts in extenuation of the conduct of the officers of the Henry Clay. The reader will himself judge of these statements; of the slucerity of the writers we can have no reasonable doubt.

FROM A PASSENGER. Mr. Editor: A desire was expressed

We waited at the latter piace for the a. to make her landing and get out of the way, after which the Clay came along side the dock. After we started, I supposed, from what I had heard of the speed of the Clay, we would overtake the Armenia before reaching Bristol the next landing place, but so far as I could judge we, gained little, if any, on her, and only overtook her as